

Minutes
Toll Bridge Advisory Committee
Meeting of July 12, 2002

Overview of Bay Crossing Study

Larry Magid, MTC, provided an overview of the findings and recommendations of MTC's on-going San Francisco Bay Crossing Study. A summary of the findings, recommendations and next steps for the Bay Crossing Study is attached.

Next Meetings - Project Sponsor Presentations

The next meetings of the Advisory Committee are scheduled as follows:

<u>Date of Meeting</u>	<u>Main Topics</u>
July 26, 2002	Principles: 50/50 funding split between operating and capital Project performance measures and evaluation
Aug. 9, 2002	Project presentation: Water Transit Authority
Aug. 16, 2002	Project presentation: BART (capacity enhancements and seismic retrofit requirements)
Aug. 23, 2002	Project presentation: County Connection; Golden Gate and Marin County Bus, Express Bus discussion
Aug. 30, 2002	Project presentation: AC Transit, MUNI, BART Access
Sept. 6, 2002	Project presentation: Transbay Terminal, Caltrain Baby Bullet, Dumbarton Rail

Project presentations and evaluations will continue through September. For revisions to the schedule or for added presentations, project sponsors should talk directly with Ezra.

The location of the July 26th meeting may change. Please note on forthcoming meeting agenda.

Project Submittals

The Committee discussed what type of information should be provided from project sponsors to forward specific projects for consideration for the toll expenditure plan. It was discussed that the project presentations and project applications should include the following elements:

Service Description — description of routes, headways, capital and operating needs, service areas/bridge corridors served for new transit services. It was clarified that existing projects that are temporarily funded could qualify as new transit service. It was also raised that highway improvements that assist the flow of transit services could be considered as express bus transit infrastructure.

Budget — description of capital and operating budgets, funding sources projected to fund services, including requested new toll funding. The budget should also include a reserve (capital replacement) to sustain services over the long-term.

Operating Plan — transit operating services should include a 10-year operating plan.

Performance Measures — project sponsors should develop and assess their projects with the use of performance measures. The measures are to evaluate project effectiveness, cost effectiveness, land use impacts, etc.). The measures for each project should be tailored to the specific project submittal and are intended to explain the benefits of the project. Ridership projections should include discussions on the assumptions and methodology for the projections.

Implementation Timeframe — description of project readiness. Project sponsors should develop an implementation timeline for each project submittal and identify any major issues in regards to implementation.

A project submittal outline is attached, which includes the project submittal elements that were discussed by the Committee.

Nexus to Bridges

The Committee discussed the freeway segments/corridors that serve each of the state-owned bridges. It was discussed that projects impacting/reducing congestion on these freeway segments/corridors would be considered as providing a nexus with the bridges in reasonable proportion to the revenue raised and the costs and benefits of the improvements. Benefits are intended to primarily reduce congestion in the peak hour flow direction. The bridge and corresponding nexus freeway corridor for each bridge was discussed as follows:

Dumbarton and San Mateo Bridges

I-880
I-680
I-580
Rt. 92
Rt. 84

Richmond-San Rafael Bridge

I-580
I-80
Highway 101

San Francisco-Oakland Bay Bridge

I-880
I-580
I-80
Rt. 24
Highway 101
I-280

Carquinez Bridge

I-80
Rt. 29
I-780
Rt. 37

Benicia-Martinez Bridge

I-80
I-680
I-80/680 Interchange
I-780

Antioch Bridge

Rt. 4
Rt. 160

The Committee did not attempt to define the parameters or the segments of the freeway system and the strength of the nexus on those segments with each particular bridge. Such a discussion will take place as projects are proposed. The Committee also discussed that additional travel pattern data would be helpful to gauge origin-to-destination travel across the bridges. MTC agreed to prepare additional travel data for the next meeting.

Next Meeting

The next meeting of the Advisory Committee will be held on July 26, 2002 at 2 p.m.
Location to be determined.